

TONOPAH DAILY BONANZA

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EMBARGO ON THE MINES

THE effect of the recent raise in railroad rates has been subversive of the best interests of the mining communities for the reason that they now find it is impossible to continue shipments of industrial minerals and meet operating expenses. The advance threatens to bring about a serious dislocation of activities in southern Nevada in places where they have to rely on the railroads to carry their ores to the smelters or reduction plants. Fortunately Tonopah with its magnificent milling facilities does not suffer from this imposition but down in Clark county where the minor mining interests have just begun to develop into industries of some magnitude the situation is, one that calls for the most careful consideration of the government. The manganese mines opened near Las Vegas within the last six months find the freight rate imposed by the government railroad administration too high to permit any more shipments from that section. The rates are adjusted so as to give preference to the middle west producers with only a short haul intervening between their mines and the reduction works. The mine a thousand miles west of the Missouri cannot compete in the face of such discrimination and the effect will be to deprive the armor plate companies of the very essential minerals they require to carry out their contracts with the government. Under normal conditions it would be possible to ship the ore westward and then via a water route through the Panama canal and down the Atlantic coast to one of the numerous reduction plants in New Jersey. This resort is impossible owing to the famine in ocean tonnage and therefore contemplation of such an alternative may as well be dismissed. Unless something is done and done promptly the manganese industry of Clark county is doomed and the government will officiate as the gravedigger.

The same condition confronts the zinc industry of the Good Springs belt whose ores were so much in demand when the railroads were still in private control. At that time there was no difficulty in finding cars and getting suitable rates to enable the miners to deliver their ores at any one of the eastern markets. Now it is impossible, for the government has built a Chinese wall against the passage of western ores and the middle western miner around Kansas and Missouri is getting the benefit of it. It is not so long ago that the bureau of mines had scouts ransacking this part of the country to unearth possible producers of tungsten, manganese and zinc but no sooner is the production stimulated to commercial activity than an embargo is placed on every ton of ore originating from Nevada points. The matter is one well worth looking into and one which the Nevada Mine Operators might investigate with profit.

REGISTER OR YOU CAN'T VOTE

If you do not register by the 13th of August you will not be able to vote at the primary election.

The obvious moral of this is that you must register now and not let it go until the last moment when something may occur to prevent you from getting your name on the list of voters.

Women especially should remember that they can vote in this state and that they fought for years to obtain the privilege. Now that they have it they should employ the franchise to the full extent and they will not be able to vote in the selection of Republican or Democratic candidates unless they go on the register before August-13. It may be interesting to them to know that very few women have so far registered throughout the state. If they do not take part in their party nominations they have only themselves to blame if their influence is not felt to the extent that they believed it would be when they were given the ballot.

But women are not the only ones who have allowed the time to slip by when they should register. So far in this state barely 20 per cent of the voters have placed their names on the voting register. That leaves 80 per cent to be registered in ten days. They will have to make haste to get their names on record.

The importance of the questions to be submitted at the coming election is well known. Men must be placed in office who will carry out the policies that the people will determine upon and those men must be selected at the coming primary. Register now.

HE WON'T BITE

WHEN the bill for government control of the telegraph and telephone was under consideration one of the chief reasons for opposition was the fear of bureaucratic censorship. The opposition on this score became so strong that the postmaster general issued a statement intended to relieve the apprehensions of the press and the people. It is a strange and deplorable situation when the people have to be assured that their government does not intend to bite them.

Governor Waite, the Populist governor of Colorado who wanted to "wade in blood to the bridges" would get all that was coming to him if he were with the Sammies.

The man who can carry the country with a whirl in 1920 is the man who can raise the price of wheat to the point where it will be acceptable to the farmer.

Uncle Sam can stand some more of the "overhead" expenses of the airplane service.

Some of those fellows who married to evade the selective draft wish they hadn't.

Some day those Yanks will get real sore at the way they are treated and then, what a killing will be.

U-BOAT PRISONER DESCRIBES THE EFFECT OF DEPTH BOMBS

(Correspondence Associated Press)

LONDON, July 20.—Sensations experienced in a German submarine while depth bombs were being discharged overhead were described recently by a British merchant ship captain who was a prisoner for fifteen days aboard a U-boat.

In an interview the English commander, captured by the Germans after his vessel had been torpedoed, related how the depth bombs shook the under sea craft and created consternation among the sailors. In one instance the faces of the Germans became white with fear and all stood trembling after the first shot, which was not near enough to destroy the submersible. All were expecting a second discharge.

The English commander reached his native land after having been imprisoned for months at Brandenburgh where, he said, he and other ship officers at times had been harnessed to carts which were used to haul mail and packages from the postoffice to the prisoners' camp.

Seven vessels were torpedoed by the Germans while the British captain was aboard the U-boat. Previously the English officer had been in command of a merchant vessel

which had also met its fate at the hands of a submarine crew.

"On the third day after I had been taken prisoner," said the captain, "just after the midday meal, I gathered that the submarine was about to carry out an attack on a convoy which had just been sighted. The U-boat approached submerged for some distance and torpedoed a large steamer. Our whereabouts apparently were detected, I was told, by an allied light cruiser, for we dived rapidly to a great depth.

"Hardly had the submarine reached an even keel when we heard and felt a tremendous explosion which caused the U-boat to vibrate from stem to stern. It was a depth charge from the cruiser.

"The effect on the crew was evident. All stood trembling with faces blanched with fear, not attempting to speak, expecting a second charge, the result of which might mean the destruction of the boat and without the slightest chance for us to escape.

"For some moments we waited; engines were stopped and all means were taken to prevent giving indication of our position. Minutes seemed like hours in such a situation. I'll admit that I was turning over in my mind whether I should

see my family again. No additional explosions took place, however, and after remaining some eighteen fathoms deep for a long period we continued our voyage.

"A few days later we had another experienced with depth charges, or 'wasser bombs' as the German sailors call them. A sailing vessel had just been sunk by shell fire when two allied destroyers were sighted, and down we went. By the microphones the propellers could be heard, and as the vessels came nearer and nearer, we in the submarine could hear the thudding quite distinctly. To and fro the destroyers went searching for us. Evidently they picked up a clue for there were two explosions ahead but not so near us as that from the cruiser, but quite close enough to cause the submarine to tremble and then roll about as though in a heavy sea."

The captain said his ship was torpedoed without warning and that after he and all his men were afloat in life boats the submarine appeared on the surface and he was taken prisoner, the mates and seamen being permitted to start in the direction of land. Describing the submarine the British captain said:

"She was a fairly large craft, of recent numbering, having three torpedo tubes, two in the bow and one aft, and carried ten torpedoes. She was also armed with a gun-fog shell fire just forward of the conning tower.

"My first meal aboard the U-boat consisted of a stew made with stringy meat, probably horseflesh, supplemented by small portions of sausage with black bread. As the voyage progressed this bread became mildewed and uneatable, and then some bread of lighter color, which had been kept in hermetically sealed receptacles, was served, but was even more unpalatable than the black bread. The coffee was made of burned barley and acorns. The

AMERICAN UNITS IN SIX COUNTRIES

(By Associated Press)

WASHINGTON, Aug. 2.—The war map with its trench lines straggling athwart international boundaries shows American fighting men holding their footing on strangely alien soils. As it now stands army units of the United States are at their grim work in six countries, France, Germany, Russia, Austria, Italy and Belgium.

The swelling volume of their movement overseas has been so necessary a response to the emergency of the nation's responsibility, so thoroughly implied by the original war declaration, and so entirely natural a picture to a people prepared by three years' observation of world war, that it may take a historian's perspective to visualize completely the departure from traditions and the smashing of precedents that the movement involved.

Checking the six, American artillery has been reported on the French line opposite Mulhausen, several miles inside the border of the German empire. In Austria, the olive-drab uniform supports Italian sec-

tors which swing round the toe of Lake Garda, the American fliers have maneuvered over the Venetian lowlands where the Austrian drive was forced back this spring. In Belgium they have gone over the top with Australians and in France their forces in action now can be counted by army corps. In Russia, at Vladivostok and now on the frozen reaches of the Murman coast they are putting disciplined force behind the manifold manifestations of national purpose. Likewise, in England the school camps and prepare themselves for action.

It was not until January of the present year that the supreme court formerly construed the constitution to allow any sort of war operation the nation desired to carry on. The court said of contentions opposing that view that they "were too frivolous for notice."

Yet long before the decision the first drafted American had fallen in battle overseas and legions more had streamed after him to every quarter, almost, of the "Eurasian" continent.

Eagle Sub Destroyers Turned Out by Ford

(By Associated Press)

DETROIT, Aug. 2.—With the launching of the Eagle-I, the first of the fleet of submarine destroyers being built by Henry Ford for the United States navy, detailed information concerning the construction, purposes and possibilities of this newest naval weapon became public for the first time. The general belief that the boats were little more than exaggerated launches, equipped with light guns, was dispelled when the vessel, 204 feet long, larger than the old type of United States destroyers, was dropped into the waters of River Rouge by a great mechanism operated by hydraulic pressure.

The Eagles are within thirty feet of approximating the length of the standard 3500 ton wooden ships being built for the Emergency Fleet corporation.

Viewed from above deck, the Eagle is much more like a flounder than a mackerel. Its midship cross-section bears a strong likeness to the lines of a canal barge. Its stern is square and blunt. The remainder of the ship is built generally in straight lines and plane surfaces. The bow, however, tapers to a knife-like edge, seemingly sharp enough and strong enough literally to cut a submarine in two.

Except for the high deck house and the bridge a little forward amid-

ships, the deck of the Eagle is unbroken. Utility has been the ruling consideration, with low cost production second in importance, and with beauty and comfort only incidentals.

The Eagles are built to pass easily through the Welland canal and the boats' draught and beam are also small enough to permit of the boats' passing through the New York state barge canal. The boats will have a draw of eight feet when finally equipped and ready for sea. A steam turbine, geared to the propeller shaft on which is mounted a single three-blade screw of rather deep pitch, furnishes the motive power. Crude oil will be used as fuel. The tank capacity is easily sufficient for a steaming radius equal to the distance across the Atlantic.

There is not a forging or rolled beam in the entire ship. Everything is pressed from steel metal, cold, by means of automatic machinery that cuts every piece to an exact pattern, then punches the rivet holes and bends every part to its required shape.

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BEN D. LUCE

of Nye County

Candidate for nomination on the Democratic ticket for

GOVERNOR

Subject to the decision of voters at the Primary Election Tuesday, September 3, 1918

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commander and officers of the U-boat fared as the lower ratings, but were able to supplement their allowances with tinned ham and other canned food.

"The boat sweated and all our spare clothing became saturated with moisture, while the atmosphere often became foul and breathing difficult," he asserted, "While we were submerged the crew would start the gramophone. That machine supplied the music which was played incessantly when the U-boat got under way. Luckily the sinking of any vessel; merchantman caused the crew as much joy as if the merchant had sunk a war ship.

CHARLES L. SLAVIN
 ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR
SHERIFF OF NYE COUNTY
 ON THE DEMOCRATIC TICKET, SUBJECT TO THE PRIMARIES
 TO BE HELD ON THE 3rd DAY OF SEPTEMBER

FRANK J. CAVANAUGH
 ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR
 THE OFFICE OF
JUSTICE OF THE PEACE
 (Tonopah Township)
 AT THE PRIMARY ELECTION, SEPTEMBER 3, 1918

ADELE MAYBERRY
 ANNOUNCES HER CANDIDACY FOR THE REPUBLICAN NOMINATION FOR
THE ASSEMBLY
 AT THE COMING PRIMARY ELECTION

JOHN BARRIER
 ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR
SHERIFF OF NYE COUNTY
 ON THE DEMOCRATIC TICKET, SUBJECT TO THE PRIMARIES
 TO BE HELD ON THE 3rd DAY OF SEPTEMBER

CHAS. F. WITTENBERG
 ANNOUNCES HIS CANDIDACY ON THE DEMOCRATIC TICKET
 FOR
COUNTY COMMISSIONER
 (For the Long Term)
 SUBJECT TO RATIFICATION AT THE PRIMARY ELECTION

HARRY McNAMARA
 ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR
THE ASSEMBLY
 AT THE COMING PRIMARY ELECTION

ARTHUR S. PUTNEY
 ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR THE OFFICE OF
COUNTY COMMISSIONER
 (Short Term)
 AT THE COMING PRIMARY ELECTION

HARRY R. GRIER
 ANNOUNCES HIS CANDIDACY FOR THE NON-PARTISAN NOMINATION FOR THE OFFICE OF
JUSTICE OF THE PEACE
 (Tonopah Township)
 AT THE PRIMARY ELECTION, SEPTEMBER 3, 1918

R. B. DAVIS
 ANNOUNCES HIS CANDIDACY ON THE REPUBLICAN TICKET
 FOR
COUNTY COMMISSIONER
 (Short Term)
 SUBJECT TO THE RATIFICATION AT THE PRIMARIES, SEPTEMBER 3 1918

WILLIAM KEARNEY
 OF WASHOE COUNTY
 CANDIDATE FOR NOMINATION ON THE REPUBLICAN TICKET
 FOR

GOVERNOR
 SUBJECT TO THE DECISION OF VOTERS AT THE PRIMARY
 ELECTION TUESDAY, SEPTEMBER 3, 1918

WALTER C. LAMB
 OF WASHOE COUNTY
 CANDIDATE FOR NOMINATION ON THE REPUBLICAN TICKET
 FOR

United States Senator
 SUBJECT TO THE DECISION OF VOTERS AT THE PRIMARY
 ELECTION TUESDAY, SEPTEMBER 3, 1918

To the Voters of Nevada:
 I take this means of announcing my candidacy
 for the office of
United States Senator
 from Nevada
 subject to the action of the Democratic primary
Charles B. Henderson